

## **Condon**

Condon is generally bounded by the Ford Freeway to the north, the Conrail tracks to the south, the Jeffries Freeway to the east and Livernois to the west. The area lost nearly fifteen percent of its population and almost twenty percent of its housing units between 1990 and 2000, but the Hispanic population increase by almost eighty percent .

### **□ Neighborhoods and Housing**

**Issues:** Housing units consist primarily of wood frame duplexes in poor condition.

#### **GOAL 1: Revitalize neighborhoods with poor housing conditions**

**Policy 1.1:** Encourage rehabilitation and infill housing development throughout most of the area, especially north of Michigan.

#### **GOAL 2: Conversion of obsolete industrial buildings**

**Policy 2.1:** Near Michigan and West Grand Boulevard, encourage the conversion of vacant industrial buildings into residential lofts.

### **□ Retail and Local Services**

**Issues:** The Michigan and Livernois commercial corridors consist of many older commercial buildings and limited parking areas.

#### **GOAL 3: Increase the vitality of neighborhood commercial areas**

**Policy 3.1:** Develop retail nodes along most viable sections of Michigan and Livernois with parking nodes and a pedestrian orientation.

**Policy 3.2:** Develop the Michigan and Livernois intersection as a focal point for neighborhood commercial development.

### **□ Industrial Centers**

**Issues:** There are several functional industrial facilities in the area along with vacant and under-utilized industrial sites. The boundaries separating industrial and residential areas are not always clearly delineated, notably in the industrial pocket northeast of the intersection of Michigan and Livernois.

**GOAL 4: Reduce conflicts between industrial and residential areas**

**Policy 4.1:** Encourage industrial uses northeast of Michigan and Livernois to relocate to industrial areas further south.

**Policy 4.2:** Along the former Conrail railroad tracks, buffer the negative impacts of industrial land uses upon residential areas.

□ **Transportation and Mobility**

**Issues:** Along Michigan and Livernois, traffic volumes and truck traffic pose safety concerns, especially for pedestrians.

**GOAL 5: Improve vehicular and pedestrian safety**

**Policy 5.1:** Incorporate traffic calming features and other methods to increase safety for pedestrians in the area of Michigan and Livernois.

## 2000 Census - Demographic Profile



## Neighborhood

Condon

## Total Population

10,056

1990 Population

11,699

1990 to 2000 Change

-1,643

Percent Change

-14.04%

## Race

White Only

2,156

21.44%

Black or African American  
Only

6,392

63.56%

American Indian and Alaska  
Native Only

109

1.08%

Asian Only

120

1.19%

Native Hawaiian and Other  
Pacific Islander Only

0

0.00%

Other Race Only

948

9.43%

Two or More Races

331

3.29%

## Hispanic Origin

Hispanic Origin (Any Race)

2,046

20.35%

1990 Hispanic Origin

1,151

1990 to 2000 Change

895

Percent Change

77.76%

## Gender

Male

4,936

49.09%

Female

5,120

50.91%

## Educational Attainment

Population 25 or older

5,744

57.12%

HS Graduate or Higher

2,943

51.24%

Assoc. Degree or Higher

370

6.44%

## Age

Youth Population  
(Under 18 Years Old)

3,181

31.63%

1990 Youth Population

3,356

1990 to 2000 Change

-175

Percent Change

-5.21%

0 to 4 Years Old

825

8.20%

5 to 10 Years Old

1,334

13.27%

11 to 13 Years Old

441

4.39%

14 to 17 Years Old

581

5.78%

18 to 24 Years Old

1,131

11.25%

25 to 44 Years Old

2,948

29.32%

45 to 64 Years Old

1,656

16.47%

65 Years Old and Older

1,140

11.34%

## Households

Households

3,370

Average Household Size

2.98

Population in Group Quarters

29

0.29%

Population in Households

10,027

Family Households

2,174

64.51%

Married Couple Family

779

35.83%

Female Householder Family

1,060

48.76%

One Person Households

958

28.43%

## Housing Units

Housing Units

4,020

1990 Housing Units

4,894

1990 to 2000 Change

-874

Percent Change

-17.86%

Vacant Housing Units

630

15.67%

Occupied Housing Units

3,390

84.33%

Owner Occupied

1,621

47.82%

Renter Occupied

1,769

52.18%

## Housing Value

Owner Occupied Units

1,357

Less Than \$15,000

336

24.76%

\$15,000 to \$29,999

381

28.08%

\$30,000 to \$49,999

287

21.15%

\$50,000 to \$69,999

231

17.02%

\$70,000 to \$99,999

39

2.87%

\$100,000 to \$199,999

40

2.95%

\$200,000 or More

43

3.17%

## Household Income

Less Than \$10,000

880

26.11%

\$10,000 to \$14,999

397

11.78%

\$15,000 to \$24,999

617

18.31%

\$25,000 to \$34,999

433

12.85%

\$35,000 to \$49,999

442

13.12%

\$50,000 to \$74,999

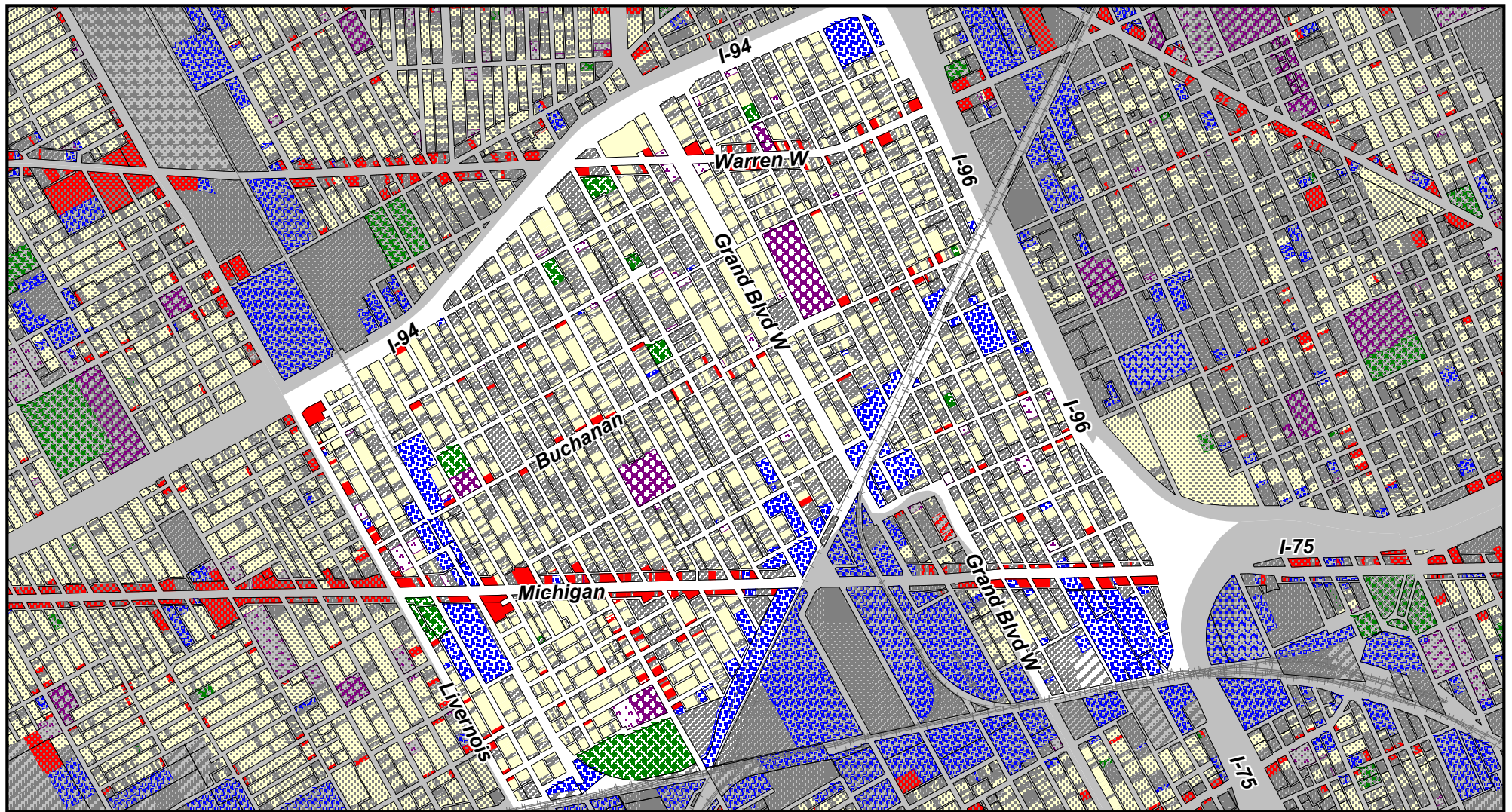
331

9.82%

\$75,000 or More

270

8.01%



Map 5-3A

City of Detroit  
Master Plan of  
Policies

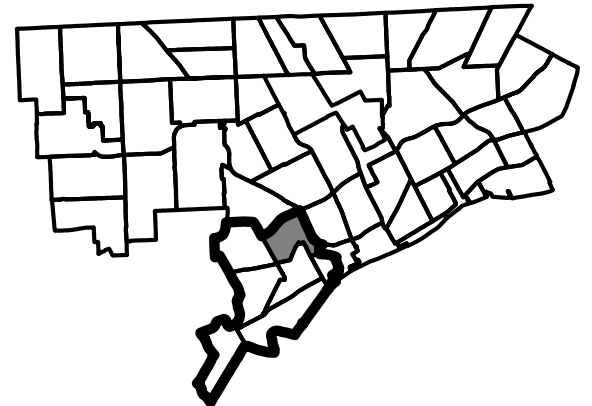
## Neighborhood Cluster 5 Condon



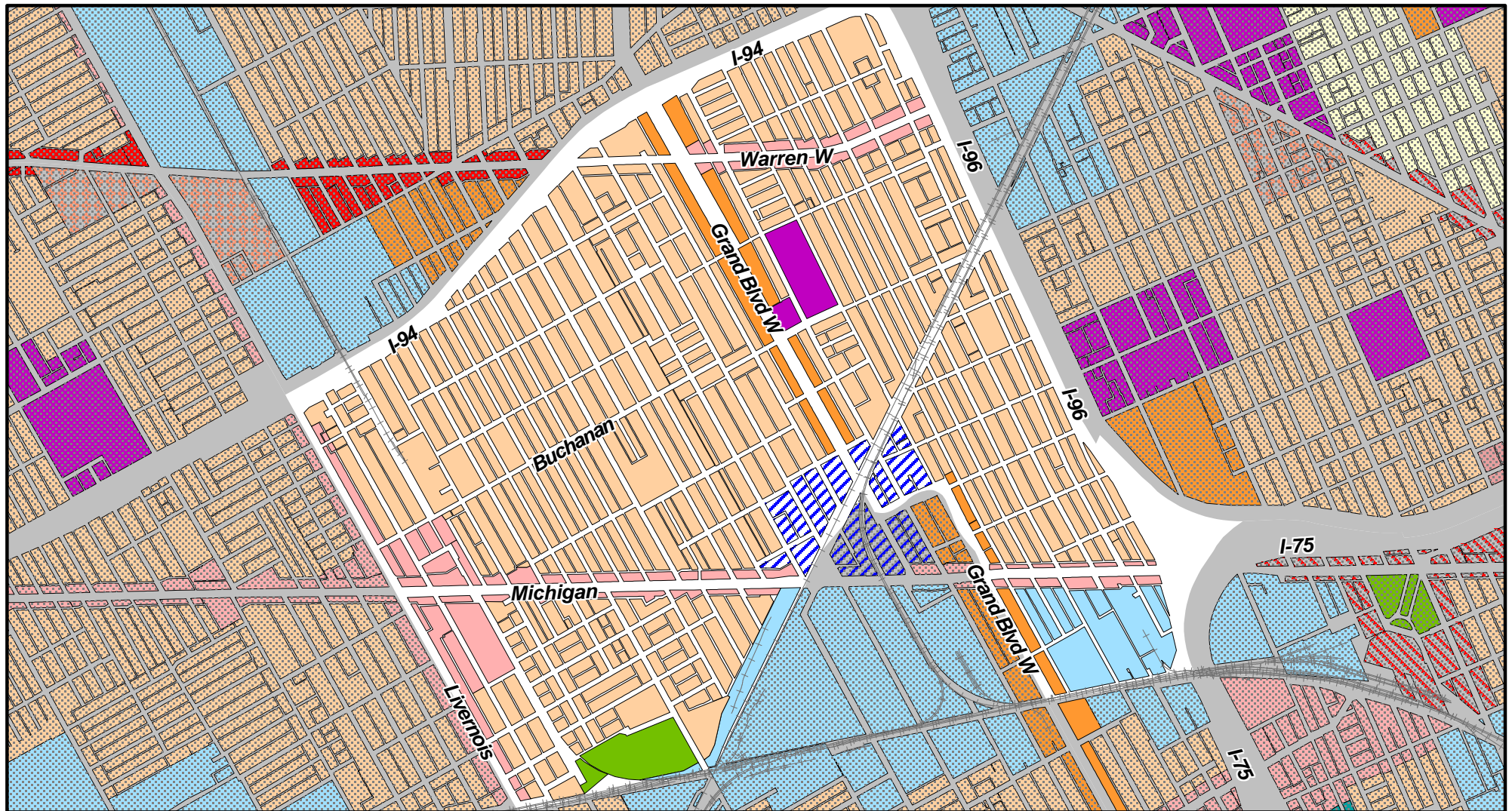
### Existing Land Use \* -

- |                         |                            |
|-------------------------|----------------------------|
| Residential             | School - Primary/Secondary |
| Commercial              | School - Other             |
| Office                  | College/University         |
| Industrial              | Institutional              |
| Transportation          | Cemetery                   |
| Utilities/Communication | Recreation/Open Space      |
| Hospital/Clinic         | Vacant                     |

\* January 2000 Existing Land Use. Sources:  
Detroit Public Schools Data/Image database;  
Recreation Department Site Inventory;  
Planning and Development Department's Property Information System (PINS);  
Finance Department, Assessment Division's Integrated Physical Data System (IPDS).







Map 5-3B

City of Detroit  
Master Plan of  
Policies

## Neighborhood Cluster 5 Condon



### Future Land Use -

- |                                |                                |
|--------------------------------|--------------------------------|
| Low Density Residential        | Light Industrial               |
| Low-Medium Density Residential | Distribution/Port Industrial   |
| Medium Density Residential     | Mixed - Residential/Commercial |
| High Density Residential       | Mixed - Residential/Industrial |
| Major Commercial               | Mixed - Town Center            |
| Retail Center                  | Recreation                     |
| Neighborhood Commercial        | Regional Park                  |
| Thoroughfare Commercial        | Private Marina                 |
| Special Commercial             | Airport                        |
| General Industrial             | Cemetery                       |
|                                | Institutional                  |

